

TRANSPORTATION NEWS

ON THE WASATCH FRONT

ROOM 500 STATE OFFICE BUILDING
SALT LAKE CITY, UTAH 84114

A COMMUNITY SERVICE PUBLICATION

AUGUST 1969

PROVO CANYON

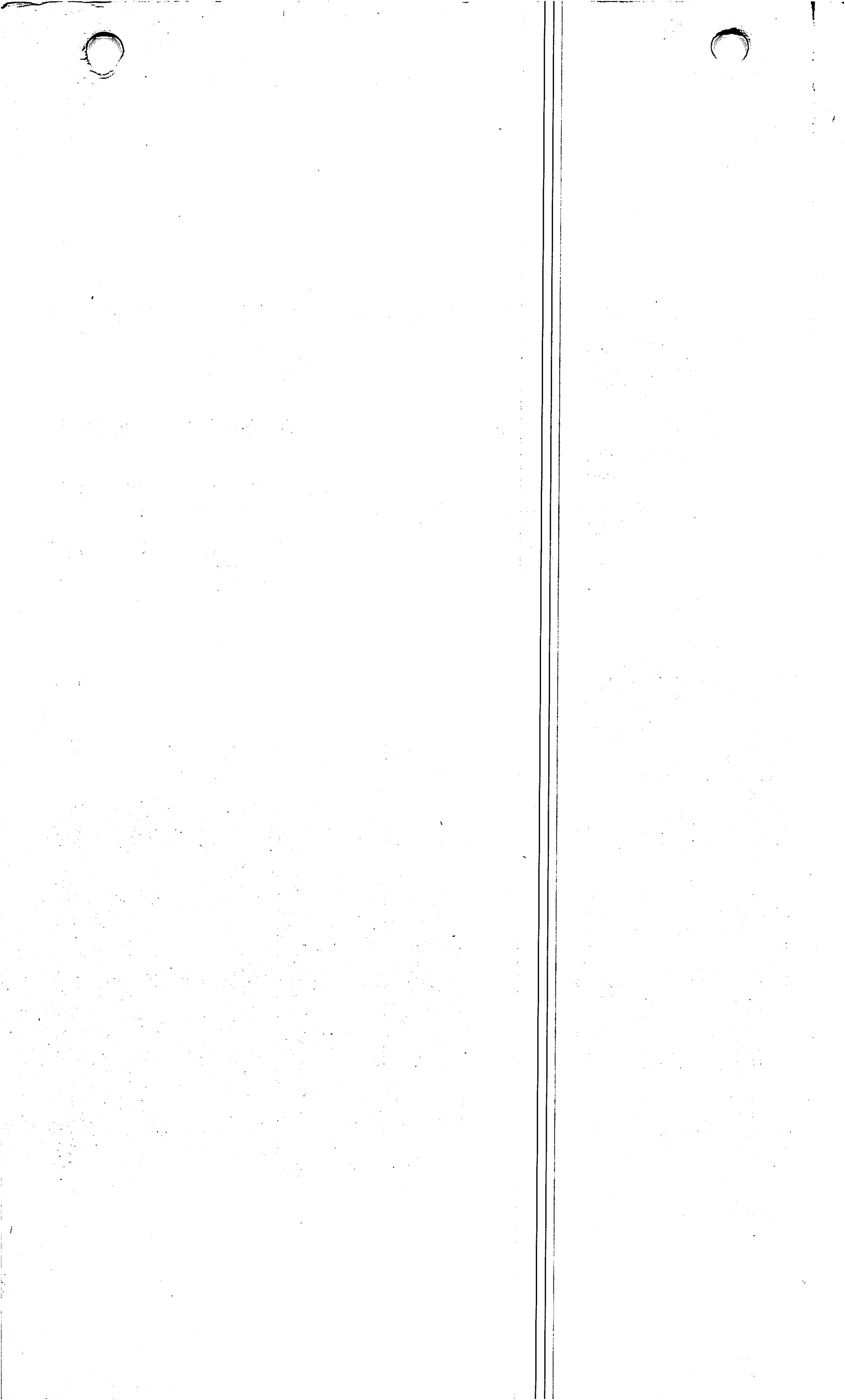
The Provo Canyon, Denver & Rio Grande Western freight line is a hotbed of contention right now. Thirty years ago passenger trains traveled a circuitous route from Provo to Heber and back again. Since then the line has been used exclusively for freight conveyance. Now, with the proposed abandonment of the D&RGW track in this area, two parties are vying for property rights there.

One party is the Utah State Highway Department. It has already secured a contract from D&RGW for right-of-way to build a four-lane highway over this 24-mile area. Cost of land, tracks, ties, etc., is \$264,000. The station grounds in Heber City will be retained by D&RGW. Abandonment is pending ICC approval.

The other party is the Wasatch Railway Museum and Foundation. They would like to put their Clover Valley Lumber Yard steam locomotive back to work again pulling a passenger train. Mr. J. R. Edwards, representative of this non-pro-

continued on the following page





WRITTEN TESTIMONY OF CONRAD B. HARRISON COM-
MISSIONER OF PARKS AND PUBLIC PROPERTY FOR
SALT LAKE CITY, UTAH

As I have become more and more involved with the daily operations at Salt Lake City International Airport, I have long since recognized the acute need of additional trunkline air service. We have a most pressing, almost desperate need for additional trunkline service that will be competitive with the only two major lines (United and Western) which provide monopoly service to Salt Lake City and the Mountain West and that will connect us with many important Eastern Markets that are now almost inaccessible. As the Eastern markets, United, alone, is

grandfather monopolist carrier, and Salt Lake City Service Area is dependent on it entirely for its eastern long-haul needs.

May I first call your attention to the past eight years of a 20-year (1949- through 1968) traffic report at Salt Lake City International...

Here we find that passenger traffic has more than tripled in the seven years since the present terminal building was opened in 1961, and has almost doubled in the three years since 1965.

In 1961 the total deplaned (305,588) and enplaned (319,145) passengers was 624,733. In 1965 the total had grown to 1,013,992, with 503,391 deplaned and 510,601 enplaned passengers. Last year, in 1968, the total figure reached 1,908,179, with 945,662 in and 962,517 out passengers.

Even more impressive has been the rise in airmail and freight traffic. Incoming airmail totaled 2,484,393 pounds in 1961, 5,539,554 in 1965 and 5,951,166 in 1968, while outgoing airmail totaled 2,519,007 in 1961, 6,560,884 in 1965, and 15,667,065 in 1968.

Incoming freight business climbed from 1,573,189 pounds in 1961 to 10,698,066 in 1965 and 16,125,903 pounds in 1968, while outgoing freight increased from 3,200,947 pounds in 1961 to 6,852,130 in 1965 and 4,643,427 in 1968.

To meet the great bulk of this rapidly expanding traffic Salt Lake City has but two trunklines, only one of which is transconti-

ental in operation, and two local or regional service carriers.

Yet it will be noted in exhibits 1131-39 that Birmingham, Alabama, with comparable has three trunklines and one local service carrier; Columbus, Ohio, with less traffic and comparable population and growth has five trunklines and two local service carriers; Dayton, Ohio, with considerably less traffic, comparable growth and population, has four trunklines and one local service carrier; Louisville, Ky., comparable in all but growth (which is lesser) has four trunklines and three local service carriers; Memphis Tenn., comparable in most respects, is served by five trunklines and two local service carriers; Phoenix, Ariz., four trunks and two locals, and San Antonio, Texas, four trunks and one local.

Such discrimination would appear to have little or no reason or purpose. To provide needed service for the airports mentioned, and others, while ignoring the trunkline service needs of a rapidly growing facility such as Salt Lake City International Airport only makes the service of all, as it connects with the Mountain West market, more difficult and inadequate for the user.

